



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

August 2013

Picture of the Month



The new owners of Galt Airport, Diane and Claude Sonday were presented with a bronze plaque from the Galt Airport tenants and EAA Chapter members at the EAA 932 Chapter meeting on July 12th. Photograph by Ingrid Marinangel.

Journey to the Black Hills

By Eric Rehm

I have never sat down and put to paper a personal "bucket list," but one place I have always wanted to experience is the Black Hills in South Dakota and Mount Rushmore in particular. I remember talking to Jean and Bob Forni during Galt's Murder Mystery night a few years back and they told me how they had flown there in their Bonanza.

I got a chance to take a week of vacation in late June and since my wife didn't have any better ideas, I proposed we go there. She said that would be fine but that I would have to do all the planning as she was really busy with work. Challenge accepted! Turns out the flight planning was a breeze. Planning on where to stay and what to do was the hard part since

there are so many great places to stay and things to do.

About a week before our departure I planned the route and started looking at the long term weather picture, which looked pessimistically promising. In the past I would have had multiple sectionals laid out on the living room floor. But now we use the ForeFlight Mobile app on the iPad which makes route planning a snap. With a couple of keystrokes I learned that 10C direct to Rapid City (RAP) is 649 nautical miles and is clear of any kind of airspace or terrain issues.

We woke early on Sunday morning June 22nd to find a nice strong line of thunderstorms had formed overnight. The line stretched

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Editor's Note

You might be wondering what happened to the August issue of Galt Traffic? I apologize for the late delivery -- I just returned home from four days jam-packed with airplane madness at Oshkosh and finally have a moment to get to work on the newsletter.

You might also notice that there is no brainteaser this month. Brian is out of town and wasn't able to create a puzzle for us in time. We hope that his column will return next month.

In the next issue I'd like to feature photographs and stories from our readers on their experiences at the annual aviation pilgrimage to EAA AirVenture, Oshkosh.

Whether you were attending for the first time, or you are a regular or even a volunteer, I think our readers would love to hear about what you did while you were there and see the photographs you took.

One thing is for sure; there is no way to do everything even if you go for a full week. And each year that I go I learn about new activities or events that I didn't know existed!

I would especially like to hear from anyone who flew in to the event about how that whole procedure works. I took a brief look at that 30-page NOTAM and it was pretty intimidating, that's for sure! I'm not saying I'm going to try it -- but it might help other pilots who are on the fence about attempting this method of arrival.

So you are all encouraged to send pictures, a brief comment or a long article, whatever you want to contribute so that we can share our individual experiences with each other and particularly with our friends who have never attended AirVenture.

Beth Rehm, Editor

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from north of Minneapolis to somewhere Kansas, or to be more precise, farther than I was willing to deviate around. Beth and I sat at our kitchen table over breakfast and decided that we would launch as planned, get as close as possible to the line of weather, land, wait for the weather to pass on the ground and then launch once again on the back side of it.

We took off with Mason City Iowa (MCW) as our interim destination and Prairie Du Chien (PDC) as a backup if the weather reached MCW before we did. We knew that both airports would provide us with services on a Sunday from previous experience. We were lucky to have a new Appereio Stratus with us which allows ForeFlight users to get downloadable weather including radar via ADS-B courtesy of our aircraft partner Larry. We were able to keep an eye on the weather while enroute and realized that the weather would beat us to MCW.

I was all set to drop in at PDC but after poking around a bit on the iPad Beth suggested that we land at Decorah, Iowa (DEH). This would get us about 35 miles closer to the line of storms and save us about an hour on the ground as the line was moving



This screen shot from Beth's iPhone shows the long line of storms we encountered.

at about 30 mph. We landed VFR just ahead of the weather and found a tie down spot. This was our first real use of inflight weather and it really helped us. We didn't try using the radar data to penetrate the line of storms but it did allow us to adjust our plans to safely stay out of the weather and save ourselves some time on the ground as well.

It turned out, Decorah was a real find with a nicely paved 4000 x 75 foot runway. After we had shut down and tied down the airport manager/mechanic walked over to say hello. We talked with him for a bit and he motioned to a dilapidated looking building he called the "pilot lounge," told us to turn on the AC and make ourselves at home. Although the pilot lounge looked a bit rough on the outside, we were pleasantly surprised at the inside. It had nice furniture, a TV, clean bathrooms,

WiFi and the aforementioned AC. We spent the next hour and a half comfortably monitoring the weather and reading some magazines we had brought along.

After about an hour and a half the weather started breaking up over the top of us and reforming to the east. We decided to take advantage of the lull and I filed IFR just in case we needed to fly in the clouds to our next stop, Quentin Aanenson Field in Luverne, Minnesota (LYV). We could have made it to RAP from DEH if we had fueled up there, but LYV was our initial midpoint refueling stop, it had cheap fuel and truth be told I wanted to fly a bit more so we ended up making an extra stop. After 30 miles or so we had exited the weather and it was good VFR the rest of the way to LYV.

Luverne turned out to be another gem of an airport in the middle of nowhere. It had 24-hour, self-service fuel as advertised for \$5.41 a gallon and a deserted albeit unlocked FBO. We filled up our water bottles, ate lunch and used their free WiFi to file our next leg. I got to looking around the FBO and noticed that the manager was named on a sign on one wall and on the other was his shirt tail from his solo just 2 years before. You have to wonder if he knew what he was getting into when he started flying lessons.

Also, there was a file cabinet in a corner with a label of "Top Secret" on the top drawer. I couldn't resist and went over to see if it was locked. You guessed it, not a chance. It opened right up. I did not, however, look inside. Although the place was deserted on a Sunday I had to think this place was a neat little airport like Galt with its pilot/manager and trusting attitude.

We switched pilots and Beth took the left seat for the final leg and we departed for RAP. Again we had



The "pilot lounge" at Decorah didn't look like much on the outside but it had clean bathrooms, recliners, free WiFi, a TV and A/C.

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good VFR for the entire route which took 2 1/2 hours. RAP is a pretty big Class D regional airport with a decent amount of air travel. It is also at the foot of the Black Hills so although it has a field elevation of 3200 feet MSL, there is no terrain to speak of - just flat prairie. The controllers were very friendly despite the busyness and they quickly cleared us to land in front of another Mooney.

One word of caution when landing in RAP; Ellsworth Air Force base, home of some B1B bombers, is only 6 miles to the North and it has the same runway alignment as RPD. It is easier to spot Ellsworth before RAP so make sure you are landing at the correct field. We used the West Jet FBO at RAP which was staffed 24 hours a day with very nice people and had reasonable tie down and fuel prices.

It took us 5 1/2 hours to go 649 miles. We averaged about 160 knots



An aerial view of South Dakota just West of the Missouri River.

true and 130 knots ground speed for the whole trip. Once the aircraft was buttoned up, we picked up our rental car and headed out to the Black Hills. I'll tell you all about that in the next issue as I am sure I have bored you enough for one month.

Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He owns a 1984 Mooney M20J based at Galt (N57252).

Galt Traffic Classifieds

BAD ELF GPS FOR SALE

For sale: Bad Elf GPS original model. Plugs into iPad/iPhone/iPod Touch, pre-5th generation. Like new. \$55. Contact Susie Sarge at ssarge@owc.net.

BUY A CHAPTER 932 MUG, HAT or T-shirt

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are



required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Classified section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Professional Opinions

Personal Operating Limits

By Captain Jeff Hill Sr., TWA 1964-1997

In the last issue of Galt Traffic, p.5, Ed Moricoli expressed an interest in hearing of other pilots' personal limits for crosswind landings; he might well have added, crosswind takeoffs. Here are my views:

We Galt pilots operate under FAR Part 91, which sets very few operating limits. "...an aircraft's maximum demonstrated crosswind component is only an operating limitation if the aircraft's manufacturer says so. It's not a limitation imposed by FAA regulations. During the type certification process, the FAA requires the manufacturer to demonstrate that its airplane can be controlled in 90-degree crosswinds up to 20% of V_{so}." – Private Pilot Magazine.

This is just a guideline. But, if there is a crosswind component, more than likely there is also a headwind or tailwind component which must be taken into account regarding your takeoff and landing performance calculations. This data can be computed easily on the wind side of an E6B (if anybody still has one) or this commonly available diagram.

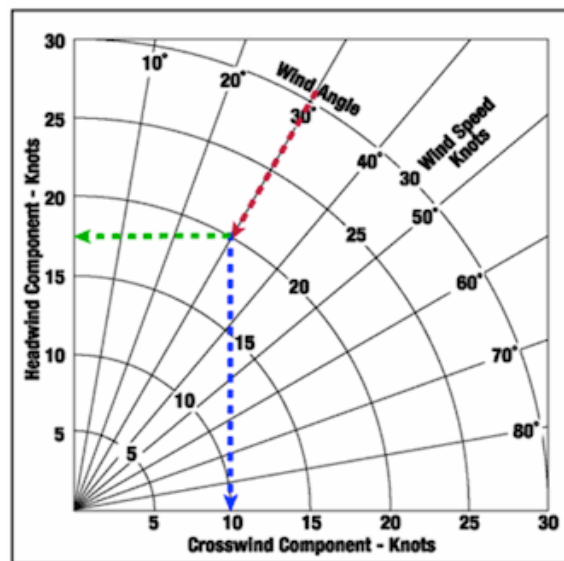
Parts 121 and 135 operations (commercial air carriers or 'Papa Bears') are much more restrictive, but that's a different subject. The highest crosswind limit I ever ran into was the Lockheed 1011 limited to 35 kts; 10 kts for low visibility approaches.

Getting back to the real world, we're talking about basically two different breeds of aircraft: the 'Mamma Bears' and the 'Baby Bears'.

The 'mama bears' are the higher performance singles such as Beeches,

Cessnas, Pipers, etc. These were made in recent years and came with Pilot Operating Handbooks that actually contain useful information. Consult and heed it! I set my own limits for my Cessna 172-N at 30 kts. total wind, 15 kts. crosswind component – but with several restrictions: If the wind was close to 30 kts., I would have to be able to taxi out, take off, land, and taxi in into the wind – Beware the downwind turn.

Seaplane and tail dragger pilots learn this early on. On the approach, I would add 10 kts. for a wind speed



over 20 kts. to my approach speed, plus one half the gust value. Example: Landing Rwy 27, Wind 290/20G28 Normal approach speed: 60 kts. I would add 10 = 70, plus ½ the gust value = 74. This is my stuff – you must determine your own – take it one step at a time. Make the same judgment regarding the takeoff, and if in doubt, don't [take off].

The 'Baby Bears,' also known as 'bug mashers,' 'paper cubs,' 'bugs on both leading and trailing edges,' I'd say are roughly anything with empty to maximum gross weights between

around 800 – 1500 pounds.

My Aeronca L-3 is a good example at 844 empty and 1260 max. The required paperwork to be carried in the L-3 consists of just three pages of typewritten, double spaced text. The only limitations listed are weight, C.G., and V_{ne}. That's what Pilot Operating Handbooks (POHs) used to look like back in 1942! More interesting is the Army Air Corp. 'Pilot Operations Manual'. Here I found a wind restriction: "Maximum wind for all operations 25 mph." That's MPH, not Knots and WIND; not crosswind! I soon found that the Army was not kidding. I hadn't flown anything close to the Aeronca since my high school and college days. I had forgotten that they just have no inertia whatsoever and on a windy day, 25 mph (22 kts.), it is like a cork in the ocean. Even on a sunny summer day with light winds, the thermal activity can make for a ride one cannot abide!

One last thought on landings at 10C. There is a wooded knoll just Northwest of the intersection of runways 27 and 18 (half a venturi, which increases the wind velocity with a downdraft on the downwind side). When landing on 18 with a strong Southwest wind or 27 with a strong Northwest wind one can expect a 'big sinker' somewhere between 50 and 100 feet. You'll get the same, but to a lesser degree, with a strong South to Southwest wind landing on 27 because of the wooded terrain off the Southeast corner of the field. This can be a nasty surprise in, for example, a Cessna 172 that is a little slow with 40°

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Learning to Fly at 68

Part Seven of Ed's Quest For a Pilot's License

By Ed Moricoli, Student Pilot

In my last chapter I wrote about how Justin was ready for me to solo, but I could not because I still needed to get my FAA medical. What follows is my odyssey of passing my medical in order to get my student license and hopefully my pilot's license.

I filled out the FAA form online, which is easy except one needs to complete every detail when doing so. My problem was remembering the dates of when I had seen a doctor or had a procedure done. One can never forget you had a procedure, but the dates are another thing. I did find out one thing about the application for an FAA medical; once it's submitted, the FAA will dog you wanting to know when the medical will be completed!

Then I had to find an FAA Aviation Medical Examiner (AME) to do the medical. During my time at Galt and by meeting new friends out there, I had received all kinds of advice on whom to go to and what to do regarding my situation (I had a heart attack). I was in a real quandary as to what to do. On one hand I could avoid the medical and find somewhere to train for a sport pilot license or I could keep flying the C-172 out at Galt with Justin. After some procrastination, I decided if I wanted this badly enough I should proceed and accept the consequences of my decision!

I went to the AOPA web site and found some AMEs in the area. I chose Dr. Michael Lessor from Crystal Lake, IL. In my case it turned out to be a good decision because now he is now my primary physician! I went ahead and made an appointment with him despite the fact that several

folks advised me to just to talk to him on the phone and get his opinion as to whether he thought I could pass the medical.

When the day of my medical arrived, gulp, the apprehension was killing me. I met the doctor and told him my story and asked him what he thought my chances were of passing! The doctor looked at me and said "I never had a medical rejected yet!" He did tell me he had one still pending however.

Before I knew it I was taking the medical, "bend over and drop your pants Ed!" On the list of things I had to do were a blood test, pulmonary test and a stress test. So off I went to get poked and needles put in me, god I hate needles stuck in me! The first two tests the results came out fine no

problem there. Then there was the stress test and I wasn't worried about doing that, after all I'd had them before!

The day came to do the stress test and after three hours of waiting and doing the x-rays on my heart it was time to get on the treadmill. I was on it for five and half minutes when my legs tired and I could not go on, so the test ended. Then the test results were sent to the FAA and I had to wait for their decision. I talked to my heart doctor regarding the results and was advised I was in good shape, god I was a happy man! Now all I needed was the approval from the FAA!

After about a month of waiting to hear from the FAA, I decided to call them to inquire about the status of my

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application and I was advised it was still pending. About a week later I received a certified letter from them, you can imagine my anticipation of what was in it. I thought it would be my certificate however it was a notice that the FAA requires the stress test go nine minutes on the treadmill and the heart rate must get up to 100 percent! I had only done five and a half minutes on the treadmill and I had an 87 percent heart rate. To say the least I was crushed but they said I was not rejected and all I had to do was what they required!

Good god now what to do? I was really down about the situation, talk about feeling sorry for myself, I could have earned an Oscar! After a few days of feeling sorry for myself, I called the doctor seeking his advice; the doctor also received the same letter I did. He said he looked at the results and could not understand why the FAA was taking the stand on the decision they made, so he agreed to send them an appeal along with a letter from my heart doctor. I even talked with an FAA doctor in Waukegan who said he would look into the matter.

The second letter came with the same request; the stress test had to be completed per their specifications! Plus I had to have it done within 30 days! Holy cow, I thought, what am I going to do? I couldn't do the treadmill for nine minutes because of my leg problem. If it weren't for bad luck, I wouldn't have any luck at all.

All of this had been going on for about three months and I was at the end of my rope thinking my chances of reaching my goal was dwindling. One thing I did do was to keep taking lessons which was good therapy for me. You may think I was out of my mind for doing this but I was bound and determined I would see this through. There had to be a way to get what was required by the FAA. A



love of flying and being a part of the family out at Galt had consumed me!

In the next chapter, a change in circumstances has some luck on my side!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

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flaps! This is why the 180hp Skyhawks, with a 250 lbs max. gross wt. increase, have the flap travel limited to 30°.

I should also mention that one's personal limits may change as time goes by. They may be lowered as one gains experience - but be cautious of complacency--or raised as one becomes 'rusty' from lack of flying, or if one's health deteriorates, or as one ages.

I stopped flying single pilot IFR completely at age 68. I am now 72, flying Light Sport Aircraft (LSA) and my minimums are surface winds not to exceed 20 kts and 'CAVOK', an

ICAO acronym meaning: Ceiling and Visibility are OK; specifically, (1) there are no clouds below 5000 feet above aerodrome level (AAL) or minimum sector altitude (whichever is higher) and no cumulonimbus or towering cumulus; (2) visibility is at least 10 kilometres (6 statute miles); and (3) no current or forecast significant weather such as precipitation, thunderstorms, shallow fog or low drifting snow.



Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

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Galt Airport - 5112 Greenwood Rd - Greenwood, IL - 60097



EAA Young Eagles News

By Barbara A. Schmitz

Sean D. Tucker has many titles to his name. He's the U.S. National Advanced Aerobatic Champion, winner of numerous showmanship awards, named one of 25 Living Legends of Aviation by the Smithsonian National Air and Space Museum, and an honorary Thunderbird, Blue Angel, and Golden Knight - to name a few.

But as of Thursday's Gathering of Eagles, Tucker is also the new Young Eagles honorary chairman, replacing Chesley "Sully" Sullenberger and Jeff Skiles, the airline pilots known for their expert handling of their emergency landing in the Hudson River - the so-called Miracle on the Hudson.

Tucker will be the spokesman and help guide the agenda for the program that hopes to get youth hooked on flight by offering free flights with EAA volunteer pilots.

"It's my second full-time job," says Tucker, whose aerobatic acts have wowed EAA AirVenture Oshkosh visitors for decades. "That's how committed I am to this legacy."

Tucker says EAA's mentorship helped him gain success as an air show performer. "That's why I made this commitment to spread the word about aviation and make this program more successful."

He says all the past Young Eagles chairmen - Cliff Robertson, Brig. Gen. Chuck Yeager, Harrison Ford, and Sullenberger and Skiles - have left the program in great shape. "But I will strive to do an even better job. Everything good that has happened in my life is because of EAA members' involvement."

"I'm ready to rock it." Tucker says he plans to spread the



Sean D. Tucker is the new Young Eagles honorary Chairman.

word about Young Eagles through the air show and media markets. But he also hopes to inspire the pilots who fly children through the program.

"I will be the voice, but it's the men and women who volunteer their time that really make this program so successful," he says. "I want to honor them; they are the unsung heroes."

He says he plans to lead by example. "I will get the word out to chapters and make personal visits with my airplane so I can fly with these kids."

Tucker has also flown many youth in the past, including some Young Eagles. "I love sharing the magic of flight," he says. "Once a person leaves the ground, it changes their perspective. It's something they never forget."

Whether or not they become a pilot, they have seen the world from angel's eyes. "It changes them profoundly," Tucker says. "It's uplifting, inspiring, empowering...."

Tucker says he was humbled to be asked to become the honorary chairman. "I'm a worker man, a blue-collar guy who isn't a celebrity. But I am passionate and reverent about

how flight can change your life and define a person as a human being. This is the greatest confidence ever bestowed on me."

Sean D. Tucker At A Glance

He started aerobatic lessons to overcome his fear of stalling the plane.

He has logged more than 20,000 flying hours.

He has entertained more than 80 million fans in more than 1,000 performances at 425 air shows.

More than half of his maneuvers are original and have never been duplicated by another aerobatic pilot.

He is the only civilian performer ever to be allowed to fly close formation with the Blue Angels and the Thunderbirds.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

As promised, we've been diligently working on improving our airport over the last month. Our grounds maintenance crew has been busy taking down trees near both runways, and the outside of the FBO has received a facelift in preparation for a fresh coat of paint. (Nicely done, Parker).

Our next major project is just around the corner. We will be seal-coating and re-striping the entire airport August 5th – 7th. Assuming the weather cooperates on those days, here's the plan:

Monday, August 5th: Runway, taxiway, and ramp closed for seal-coating.

Tuesday, August 6th: Runway, taxiway, ramp open, seal-coating begins between hangar rows.

Wednesday, August 7th: FBO parking lot, and airport entrance seal-coated

So, the runway will be operational again on the morning of the 6th, but since the work then begins in between the hangar rows, it's likely that your airplane will be inaccessible for most of the day. I'm told the main ramp will also be dry and ready to use that morning, so I've freed up some hangar spots on the ramp for anyone who needs to fly that day.

If you would like me to move your plane into one of these hangars, please let me know and I'll get it done before work begins. I apologize for any inconvenience this may cause, but hopefully you're as excited as we are to have our airport looking like new again!

We are also thrilled to announce a new addition to our flight school fleet! N1732V, a beautiful Cessna 172 M, is now available for rental and flight training. If you'd like to schedule a check-out, please let me know!



Galt Flight School's new Cessna 172.

Finally, our annual flour drop competition is right around the corner. As always, if you need an airplane to fly, we'll have one of our 172's available for rental. Space is limited, so please let me know as soon as possible if you'd like to reserve a spot. I look forward to seeing all of you there!

Galt Flight School News

Congratulations to **John Payne** on passing his Private Pilot exam.

ANNOUNCEMENTS

Congratulations to **Jeff Hill, Sr.**, on winning Best in Class Airplane for his Piper J-5 Cub Cruiser at the Mid-Summer Wheels Festival at Poplar Grove on July 21st.

Congratulations to **Mary Linstromberg** on her first solo flight. Mary is a member of EAA Chapter 932 and she is learning to fly in a Piper Warrior at Lake in the Hills (3CK) with Flight Instructor, **Joe Standley, CFII, MEI**.



The flight school at 3CK still practices the age-old tradition of cutting the shirt off your back after your first solo.

EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

This month's column comes from beautiful Oshkosh, Wisconsin where I am surrounded by fabulous airplanes and good friends. I'm sitting under the wing of my Piper Cub feeling pretty good about life. But I've been feeling especially good back home lately, as well, because things are really looking up around Galt.

It's been less than a month since Diane and Claude Sunday bought Galt Airport and already things are getting better. I was out there last weekend and was very happy to see Parker Johnston, Ed Brown and Dave

Spitzbart repairing the wood outside the FBO. They did a great job. Also, as I was preparing to depart Galt yesterday I saw a flier indicating that the airport will be closed for a few days because of resurfacing. This much needed maintenance will really make Galt nicer.

I'm sure that things will continue to improve around Galt Airport. And for the first time in a very long time, I am very optimistic about those changes. Moreover, I see this time as a real opportunity for our Chapter to grow and improve. I am eager to discuss these opportunities with Diane and Claude and to really forge ahead into an exciting new chapter in Galt's history.

Next EAA Chapter 932 Meeting

The next chapter general meeting will be at Galt Airport on August 10th at 10 a.m. If you have a topic you would like to add to the agenda please let our secretary, **Mike Evans** know (secretary@eaa932.org).

Immediately following the meeting we will be flying 25 Young Eagles for the Boy Scouts/Civil Air Patrol (CAP) Aviation Day.

This particular Young Eagles event will be coordinated by **Carolina Schottland** because our usual Young Eagles Coordinator, **Esther Medina**, will be busy with other Aviation Day activities.

As usual we will need ground volunteers to help with registrations, dispatch, printing certificates, grilling hot dogs for the weary and hungry pilots, marshaling, etc., and we will need a few pilots as well.

If you are interested in helping out please email Carolina at carolina@harterschottland.com.

Letter to the Editor

Since the Air France 447 accident in 2009 and the Asiana 777 "landing" short at San Francisco (SFO) on July 6th of this year, and other incidents and accidents, there has been a lot of talk about de-emphasizing reliance on 'automatic flight' and reemphasizing basic airmanship.

This all reminds me of an incident that happened over forty years ago. We were on an approach in the CV-880, twenty or thirty miles out and the F/O was the pilot flying. It was a lovely CAVU day. His artificial horizon began to act up, doing funny things and looking like the gyro might tumble at any time. He said, "You better take it." I said, "Why?" He said "I'm losing my horizon." I said, "Why don't you just look out the window?" He gave me a funny look, like, "Duh...never thought of that." He made a nice landing and we wrote up the AH which was quickly replaced.

Captain Jeff Hill, Sr.

Welcome New Members

Please give a big welcome to new member **Denny Hall** who joined the chapter at the July 13th meeting. Denny is a Captain on the B-777 flying for American Airlines and boasts that he has more than 43 hours in the airplane, just in case you were wondering! He is also interested in buying a Pitts.

EAA Desktop Wallpaper

Did you know that each month EAA publishes a new aircraft photograph that you can download for free to use as your computer desktop wallpaper?

They have a large assortment of photos of all kinds of airplanes including vintage, homebuilt, aerobatic, military and GA aircraft and they are available in eight different resolutions.

Visit the EAA Wallpaper archive at <http://www.eaa.org/wallpaper/>.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: July 13, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:22 a.m.

Bruce S, Mike E, Beth R, Ed M, Arnie Q, Walt W, Steve P, Moon P, Parker J, Cheryl, Justin C, Brian S, Anna C, Eric R, Emily M, Esther M, Claude S, Diane S, Jeff H, Rafael G, Ed B, Dave S, Patrick H, Tom H, Bill M, Ingrid M, Carolina S, Bob F, Mary L, Bill M, Dean M, Don S, Denny H.

2. VOTING ITEMS

Approval of Agenda-motioned by Ed, seconded by Arnie, all voted in favor.

Secretary's Report-Approval of May Minutes- motioned by Walt, seconded by Steve, all voted in favor.

Approval of Treasurer's Report-motioned by Cheryl, seconded by Justin, all voted in favor.

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Bruce: Last year we had a movie on the stage after the flour drop contest. There is interest in continuing this tradition. All agreed that the September chapter meeting will be held in the evening followed by a movie and grilled food. Please bring your own meat to grill and a dish to pass.

Beth: We still have Barnstormer Days t-shirts for sale in the FBO. Dave Monroe is looking for young people going to Oshkosh that would be willing to man their Redbird Jay simulators for \$10 an hour.

Contact Dave Monroe. Parker will have the simulators set up at Galt to train people before Oshkosh.

4. COMMITTEE REPORTS

Young Eagles- Esther Medina: Next event is August 10th, BSA aviation day. We will fly the first 25 Scouts that register. Next official YE event is September 7th, limited to 45 kids.

New Members- Ed Moricoli: New member Denny Hall is a captain on the 777 with much more than 43 hours time-in type!

5. OLD BUSINESS

Barnstormer's Fly In – tricky start with the weather, but ultimately successful. MCCF raffled off great prizes, and we had a good turnout with the cars. We took in \$116 after expenses. 31 shirts left for sale. Bruce thinks we should spread out our risk by planning a two day event next year. Sunday could be a simple pancake breakfast. No objections. Opened floor to comments. Arnie: "Nice to see more antique vehicles show up. Everyone was well dressed. Would like to see more airplanes." Cheryl: "T-shirts were cute." Next year will be our 3rd year, probably plan on increasing our ability to serve food. Thanks to all the volunteers! Arnie: "Jeff Skiles had some very positive comments on the community atmosphere and the robust website (thanks Patrick!). We want the good word to go up North to Oshkosh so they see the good things happening at Galt. Mr. Skiles was the only one that flew in an antique airplane." If we get good weather next year, we can expect a good turnout. Want to expand and grow. Patrick suggested putting a sign at the intersection of Rt. 120 and Greenwood Rd. Special thanks to Neal's dad for bringing out the fantastic wooden machines. Cheryl brought up the idea of doing a float for parades. Put the simulator on a flatbed? Diane: "Brian was thinking of making flyers out of paper airplanes." Great idea. Next year we will have a parade committee. Arnie can coordinate getting in the parade, he has experience with BSA. Thanks to the Civil Air Patrol and all of the volunteers.

6. NEW BUSINESS

Welcome & congratulations to the new Galt Airport owners Claude & Diane Sunday! We are completely thrilled that it worked out the way it did and ecstatic about the future of Galt Airport. Presentation of commemorative plaque to Claude and Diane by Anna and Cheryl. Claude: "Been coming here since '81 and we're very excited about this new chapter in our life. Was in the motorcycle business for 40-some years. Always loved this place and looking forward to the future." Diane: "We never would have attempted this without you guys and Justin and Brian. We didn't want to lose the dynamic here." Claude: "Big thanks to Justin, Brian and Anna for hanging in there for so long."

Dean: Brought back some R/C planes from his home- two are 2 completely flyable, good trainers for kids. Still need to move items from the workspace in McHenry Savings Bank. Dean is moving to Texas in October. Esther votes to veto his move. Bruce thanked Dean for donating a bunch of R/C equipment and materials to the Chapter.

7. ADJOURNMENT:

Cheryl motioned, Steve seconded, all voted in favor. Meeting adjourned at 10:46 AM. Next meeting: August 10, 2013

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Galt Airport/EAA 932 Calendar of Events

- August 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Young Eagles rally at 11:00.
- August 17** Galt Airport Flour Bomb Contest. See ad on page 6 for details.
- Sept 14** Chapter 932 general meeting, Galt Airport (10C), 6:00 p.m. Followed by movie night and food.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at

<http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA Chapter 932 Officers and Contacts

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Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

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Facebook: <http://www.facebook.com/GaltAirport>



AVGAS

Galt Tenant Price

\$5.94

(includes tax)

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